

Comprehensive Plan

for the
City of Newport

Adopted

July, 2006

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Issues and Opportunities

The City of Newport has experienced tremendous change over the last 15 years beginning with the creation and adoption of the 1989 Comprehensive Development Plan. This change has continued further since the 2000 update of the Plan. This change has been a result of a defined vision based on the city's leadership, location, establishments and improved public services.

CBD Redevelopment and Revitalization

The Monmouth Street area has changed significantly since the mid 1980's. Once dominated by high crime rates, seedy bars and numerous adult entertainment establishments, the street has begun a major transformation. Where there were once nearly 22 adult entertainment establishments, there are now only 2. Some merchants and property owners have been improving their properties and building facades through grants and low interest loans. The appearance of the overall area has greatly improved. In 2002 the City of Newport commenced the \$5M streetscape improvement project and today the area is bustling with new shops and restaurants.

Additionally the city, in order to gain control over development in the area, has designated Monmouth Street a Redevelopment Area (K.R.S. 99) as well as a National Historic District.

With all the development that has taken place in this area in the last fifteen years there are still areas in need of improvement. The first of these is the continued study of Monmouth Street from one-way to two-way configuration.

Additional housing is another opportunity that needs to be improved upon in the CBD. The addition of more housing units in this area will not only benefit retail establishments, but will provide for a more dynamic, fully utilized vibrant commercial district. Office type uses, residential uses along with artists' lofts on the upper floors of existing buildings will also help in creating this vibrant area. Historical amenities, transportation network, and diversity of housing stock and retail. Currently the redevelopment area boundaries are concentrated along Monmouth Street. Expansion of the redevelopment area boundaries would allow for additional opportunities such as expanded parking areas and larger development parcels as well as aid in improving deteriorated areas behind existing establishments. This expansion would also improve the access for service and delivery areas behind establishments.

Development north of Fifth Street and along the Riverfront

With the Newport on the Levee and Aquarium developments currently drawing nearly 5 million people a year, the area north of Fifth Street or the Southbank Area has experienced increased development pressures.

Mixed-use development should occur along the floodwall. This development will require careful design considerations including appropriate pedestrian connections and height considerations. These developments should also allow for connections with the riverfront. Connections between these development areas must also be maximized with Cincinnati and Covington. The conversion of the L&N Bridge to pedestrian only has aided in linking Newport with Cincinnati. The realignment of Ft. Washington Way in Cincinnati has also greatly improved the traffic flow from the Taylor-Southgate Bridge and Newport. An improved traffic flow towards the south from Cincinnati to the Taylor-Southgate Bridge needs to be improved through the consideration of traffic light retiming/cycling. Improved pedestrian links with Newport's surrounding neighborhoods should also occur in order to provide a more vibrant commercial atmosphere.

Mixed-use developments in the Southbank Area will also contribute to a vibrant urban area. This will be especially important for the site that currently is used for public housing.

Issues and Opportunities for Newport's Neighborhoods.

Providing Newport residents with a good residential environment and sound housing was a priority in the 1989 and 2000 updates of the Comprehensive plan, and remains one today. There are some unique issues affecting each of Newport's neighborhoods and because of this, redevelopment strategies will have to be unique for each neighborhood.

The Mansion Hill and Gateway neighborhoods, which are both national and local historic districts, have experienced a great deal of reinvestment and rehabilitation. This effort has begun to spill over into the City Center Area as well. Neighborhoods on the west side of Newport, specifically Two Rivers I and II and Buena Vista contain solid structures, yet have not experienced much reinvestment or rehabilitation. Similarly, Clifton has yet to experience much reinvestment or rehabilitation and additionally has hillside constraints that will affect development. Cote Brillante and Cliffview neighborhoods face the same development constraints due to steep topography.

Very little vacant land remains for new unit construction in the basin neighborhoods of the city. A large portion of new housing in the basin area will have to be developed through renovation and rehabilitation of existing structures. The City Center area of the city has the potential for development of new multi-family units. Development of higher densities of housing in this area will also provide a good mix with the commercial land uses. Similarly development of housing units above retail establishments in the CBD is also encouraged due to the mix and relationships with adjoining uses.

Transportation Issues and Opportunities

There are a number of road projects currently under study or recently completed that will impact the City of Newport. The realignment of Ft. Washington Way has finally allowed for a direct connection to and from the Taylor-Southgate Bridge. Where the access terminated at the intersection with Pete Rose Way the redesign has allowed a direct connection with Broadway Street, with additional connections to Second and Third Street. This connection however needs to be expanded upon with the allowance of a left turn after the off ramp Third Street exit from Interstate 71. This will help increase southern vehicular flow across the Taylor-Southgate Bridge.

Another transportation opportunity for the City may be the conversion of Monmouth Street from one-way to two-way from 11th Street to 3rd Street. Continuing study of this issue is encouraged.

A transportation issue to be resolved includes improving east-west traffic flow. Access from I-471 will need to be improved to increase flow to and from developments within the City Center Area.

Improvements will also be needed in terms of increasing capacity to and from Covington. Increasing the capacity will help support development that is occurring in both cities.

Residential neighborhoods must be protected from this increased traffic flow through the city to the major developments that are proposed in the City Center Area as well as the redevelopment of the Housing Authority site. Signalization, signage and calming methods will need to be implemented in order to lessen vehicular impacts.

Another important transportation issue will be the realignment of Route 9 as it moves through the city connecting with Route 8. A realignment will allow the city to maximize development potential on the west side while minimizing any negative impacts on the west side residential areas. This realignment will also help support additional development on the west side of the city.

Historic Preservation

Newport has a rich history that needs to be preserved for future generations. Newport currently has five national historic districts with the East Row being the second largest local historic district within the State of Kentucky. Other structures throughout the city will need to be evaluated and preserved especially if historically significant. Additional districts and expansion of existing districts is currently under study.

South Newport Commercial Corridors

The commercial areas in south Newport, specifically the Monmouth Street and Carothers Road commercial corridors, are in need of improvement. These improvements range from better access management to improved streetscaping. The design and appearance of development in this area is more of a suburban nature in contrast to the urban character of the basin area. This area can still facilitate a friendlier pedestrian environment through appropriate design and development controls area. This area can still facilitate a friendlier pedestrian environment through appropriate design and development controls.

Goals and Objectives

Introduction

Pursuant to Section 100 of the Kentucky Revised Statutes, the following statement of Goals and Objectives has been prepared for the City of Newport. Each goal serves as a future desired condition or result, and is therefore described as an attainment not an action. Each goal contains a series of objectives, which is an achievable action statement about where the community wishes to go. When an objective is met, the community is a step closer to reaching its goal.

Goals and Objectives

Goal: The Central Business District/ Renaissance Area is redeveloped and revitalized.

Objectives: Expand the Monmouth Street Redevelopment Zone.

Continue to attract service and specialty retail businesses to fill vacancies along Monmouth Street.

Promote utilization of upper floors in existing buildings. Continue building the facade improvement program.

Promote and encourage better circulation patterns along Monmouth Street to address business needs and visibility while preserving existing parking conditions.

Strengthen connection of CBD with the Third Street Redevelopment Area.

Infill development shall use appropriate design principles.

Improve access to encourage deliveries behind retail and service establishments along Monmouth Street.

Encourage areas for parking behind establishments.

Pursue businesses as identified in the 2004 Renaissance District Marketing Study.

Continue to promote the Main Street Program, which encourages cooperation among merchants.

Promote development that encourages a balance between tourist's needs and community needs.

Goal: Encourage continued riverfront development.

Objectives: Encourage mixed-use development north of Fifth Street between the Licking River to Newport on the Levee, adjacent to the floodwall

Develop and encourage public access and recreational use of the riverfront by the community.

Strengthen pedestrian links between the neighborhoods and the City Center Area developments.

Strengthen pedestrian links between Newport, Covington, and Cincinnati across the Taylor-Southgate Bridge and Fourth Street Bridge.

Strengthen pedestrian links between riverfront development and the CBD.

Maintain functional operation of the levee for flood control.

Goal: Newport's existing neighborhood integrity and improved housing opportunities are ensured through rehabilitation and new construction.

Objectives: Establish traffic patterns that minimize disruption of residential areas.

Promote development of multi-family housing in the City Center Area where appropriate and through encouraged participation of the surrounding neighborhoods.

Encourage development of housing units above retail establishments in the CBD.

Encourage appropriate residential infill on vacant parcels throughout the City.

Develop a full market range of housing opportunities through out the City as appropriate.

Encourage rehabilitation and maintenance of existing structures throughout the City.

Develop residential sites in southern Newport that are sensitive to environmental and hillside conditions.

Continue to provide low-income housing where appropriate. (Particularly to senior citizens)

Encourage aggressive zoning code enforcement coupled with targeted maintenance assistance for owner-occupied housing.

Develop recreational open space wherever possible in neighborhood settings.

Goal: Circulation throughout basin is improved.

Objectives: Provide better traffic flow and improve pedestrian access throughout commercial areas.

Discourage use of residential streets for through traffic. Improve access from 1-471 to Cowens Drive.

Develop east/west traffic arterials.

Continue to study the conversion of Monmouth Street from one-way to a two-way.

Develop a north/south connector from Licking Pike to a new Route 8 connection near the Veterans Memorial Bridge.

Goal: Newport's historical resources are preserved

Objectives: Identify and preserve National Register properties and districts as appropriate.

Develop local historic designations as appropriate.

Goal: Encourage redevelopment and rehabilitation of commercial development in south Newport along Carothers and Monmouth Street Corridors while protecting the integrity of the residential neighborhoods.

Objectives: Implement access management.

Promote appropriate design principles in terms of landscape and signage for commercial development.

Encourage high volume recognized anchor retail tenants.

Implement streetscape improvements along Carothers and Monmouth Street corridors.

Encourage the study of traffic circulation in the south Monmouth Business District.

Goal: Promote sensitive industrial development in Newport.

Objectives: Identify industries that support and complement the surrounding land uses.

Define areas for future infill of small industrial users.

Promote new development of R&D facilities.

Goal: Improve the aesthetics of the City of Newport.

Objectives: Replace overhead utilities underground where possible.

Improve streetscapes throughout the city where necessary.

Encourage a greenbelt corridor between Fourth and Fifth Street west of Monmouth Street to the Licking River.

Goal: Redevelop and revitalize the City through the use of redevelopment zones where appropriate.

Objectives: Promote development that encourages a balance between tourist needs, business needs and the community needs.

Existing Conditions

Introduction

Newport has faced numerous changes since the last update of the cities Comprehensive Plan. This section will review those changes and begin to outline issues and new opportunities for the future of the city of Newport.

History

Newport has a rich history dating back to the arrival of the first residents in 1789. This section will briefly touch on this rich history. A further more in-depth study of Newport's history can be found in Newport, Kentucky A Bicentennial History 1996 by Thomas L. Purvis and others.

The Newport Barracks, the first settlement in Newport, was constructed in 1807 to house three regiments of federal soldiers. However, development around this settlement was slow due to steep topography, lack of readily available ground water and frequent land disputes. All of these lead to a slower development of Northern Kentucky.

Cincinnati was growing more quickly and by 1867 it was the largest manufacturing city in the country. Additionally, highways and railways were constructed earlier in Ohio than in Kentucky, and these improvements further spurred Cincinnati's growth. The completion of the Roebling Suspension Bridge in 1866 strengthened the link between Cincinnati and Northern Kentucky and began to spur development south of the Ohio River. As the rail and highway systems developed and travel goods distribution were made easier, Northern Kentucky and Newport continued to develop as important parts of this larger metropolitan area.

Present Context

Since the development of the 1989 Comprehensive Plan, Newport has experienced a great deal of positive development and change. The 1989 plan identified the urban core as an area with development potential. Since that time there have been many developments that are beginning to transform the urban fabric of the city.

The city experienced the development of its first Class A office building Riverfront Place, and with this the location of Heinz Pet Foods and Starkist Headquarters. Additional development along the riverfront includes a number of restaurants and a hotel. Newport experienced the opening of the Newport Aquarium in May 1999. The Newport on the Levee urban entertainment district development was opened in the summer of 2001.

The Monmouth Street CBD has also experienced positive change as new businesses have relocated to this area while the adult entertainment establishments have dwindled from a high of approximately 22 to only 2 still currently in operation. The new streetscape project has really breathed new life into the area, and since its completion, even more businesses and renovators have moved into the area.

South Newport has also experienced new tenants and business development in and around the Newport Shopping Center.

The East Row Historic District has continued to experience a substantial amount of redevelopment and rehabilitation of housing units. Property values have escalated dramatically as a result of this new development.

Given all this new development though, the city continues to experience a decline in population. Between 1970 and 1980 Newport lost 17 percent of its population. In 1980 the population was 21,675; in 1990 it was 18,871; while the 2000 Census update had the population at 17,048. Most of this decline in population is the result of urban flight to the surrounding suburban areas. This trend is facing not just the city of Newport, but also the entire metropolitan area. This suburban growth will likely continue to see increased development as improved transportation systems make these locations in Northern Kentucky and outlying counties more attractive.

Demographic Profile

The population of the city of Newport has been experiencing a decline over the last 30 years and this appears to be a trend that will continue in the future. While the overall population of the metropolitan area continued to grow at a rate slightly over 5 percent over the last 10 years, the city of Newport had a decrease of approximately 9 percent for the same period of time. It is estimated that over the next 5 years the population will continue to decline by another 5 percent.

The metropolitan area currently has a population of approximately 1.6 million. The population growth for the region masks some fairly dramatic redistribution trends for individual counties. Boone, Clermont and Warren counties are expected to continue to experience the largest increases in population over the next 5 years. The rate for those counties is above 5 percent, while Campbell County is expected to only increase by 1.5 percent, or less than half the rate. Newport's population in 1990 was 18,871 and it is estimated that this will decrease to approximately 16,000 by the year 2005.

Households

Along with the decline in population, the number of households in the city of Newport has also been declining. In 1980 there were 7,845 households in the city, 1990 had 7,240; and the 2000 Census had 6,975.

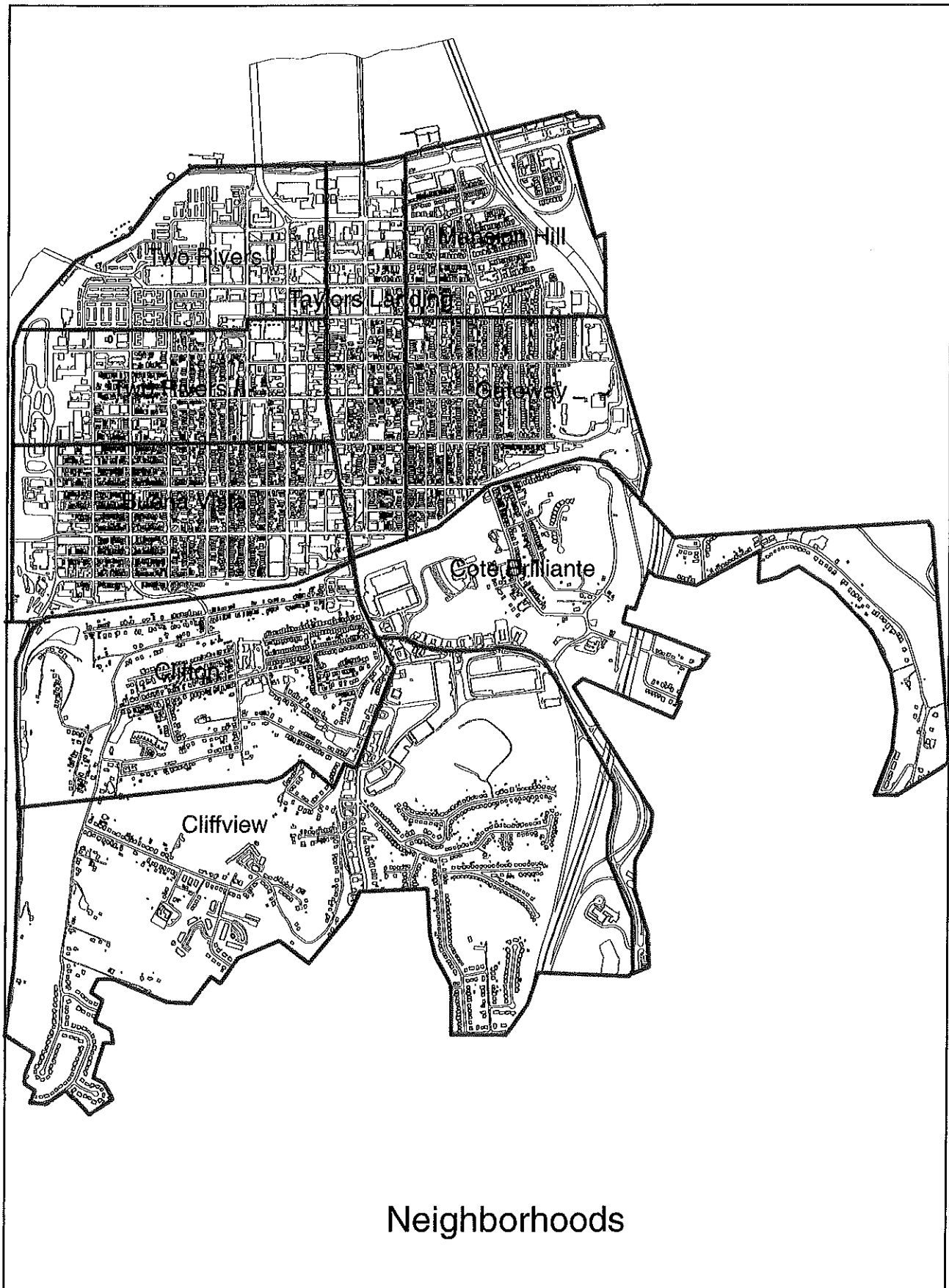
Income

In the 1989 update of the Comprehensive Plan income levels in Newport were lower than the rest of Campbell County and the metropolitan area. In 2000 this was still the case. In 1986 the median income for Newport was \$15,400, while in 1998 that figure was \$24,396. In 2000 that figure was \$27,451. Though this is a substantial increase it is still well below Campbell County and the metropolitan Medians of \$41,903 and \$44,914 respectively.

Newport is mainly a low to moderate-income community, however more higher income groups are moving into the area and this is a trend that is expected to continue.

Housing

In 1980 single-family homes accounted for about 42 percent of the housing stock while 41 percent were two to nine unit buildings. In 1990, the number of single-family homes was still 42 percent while the number of renters' units had increased to 48 percent. In 2000, home ownership was at 44% while rental



Neighborhoods

units had risen to 55%. Clifton, Cote Brillante and Cliffview have the highest number of owner occupied housing in the city, while Two Rivers I and II, and Taylor's Landing have the highest number of renter occupied housing. Overall for the city of Newport the number of renters vs. owners is about equal as are the number of significantly low income and high-income groups. Still, since the last update of the Comprehensive Plan, the most significant demographic trend is the declining population.

Neighborhood Profile

The following are general profiles of each of the nine Newport Neighborhoods.

Two Rivers I

Two Rivers I, the most northwest neighborhood in the city, is located where the Licking River meets the Ohio River. This area is mainly composed of the Newport Housing Authority units and dominated by low-income families. In 1980, the area had 2,582 residents and the highest concentration of children under 15 in the city. In 1990, the population declined to 2,056 and continued to decline to a population of 1,393 in 1998. This trend continued through 2000 with a population decline to 1,060. This area also had the lowest per capita income level of all Newport Neighborhoods at \$6,626 in 1998, while in 2000, that per capita income had risen 16% to \$7,726.

Two Rivers II

Two Rivers II is located just south of Two Rivers I, also along the Licking River. In 1980, the area had 2,543 residents, mostly in low-income households. In 1990, that number had declined to 2,056, and continued to decline to 1,849 by 1998. By 2000 the population continued downward to 1,565. In 1990 over 61 percent of the units in this neighborhood were renter units. This area also had the third lowest per capita income level of all Newport Neighborhoods at \$9,764 in 1998.

Buena Vista

Buena Vista was the largest neighborhood in Newport in 1980 with 4014 residents. In 1990 that number declined to 3,440 and continued to decline to 3,015 in 1998. In 1990, nearly half of the units in this neighborhood were owner occupied, while 41 percent were renter units. In 1998, per capita income for the Buena Vista Neighborhood was \$10,967, approximately \$2,500 below the city average of \$13,398.

Taylor's Landing

Taylor's Landing, one of the smaller neighborhoods in the community, is a mix of residential and commercial structures immediately east of the CBD. In 1980, this neighborhood had 1,918 residents. In 1990 the number had declined to 1,461 and by 1998 the population was 1,356. Taylor's Landing also had the second lowest home ownership of Newport's neighborhoods at 27 percent. It also had the highest number of vacant units in the city at approximately 20 percent.

Mansion Hill

Mansion Hill is another small neighborhood that had 1,639 residents in 1980. By 1990, this number had increased by 2 to 1,641. By 1998, this number decreased to 1,424, while in 2000 there were 1,209 residents. This neighborhood has experienced a tremendous increase in home purchase cost over the last five years. The per capita income for the neighborhood in 1998 was \$18,802; approximately \$5,500 above the city average. In 2000, this per capita income had risen to \$25,840 or \$7,038 in just two years.

Gateway

Gateway is the second largest neighborhood in the city. In 1980, there were 3,108 residents. This declined in 1990 to 2,805 and continued to decline to a population of 2,458 in 1998. By 2000 the population was 2,225. Nearly half of the units in the neighborhood are renter occupied the per capita income in 2000 was \$17,438

Clifton

A medium sized neighborhood with 2,265 residents in 1980, Clifton had the highest owner occupancy rate in Newport. Seventy per-cent of the housing stock was single family. In 1990, Clifton dropped to third, behind Cote Brilliante and Cliffview, with 58 percent owner occupied units. The area also lost some of its residents. In 1990 there were 2,070 residents and that number dropped to 2,017 in 1998. Median household income was \$30,074, while the city of Newport's median household income was \$24,396.

Cote Brilliante

Cote Brilliante is the smallest neighborhood in the city with a 1980 population of 1,132; a 1990 population of 995; and a 1998 population of 866. The smallest neighborhood also had the second highest median household income with \$36,071. Cote Brilliante had the highest percent of owner occupied housing in the city with 66 percent.

Cliffview

In 1980, Cliffview had 2,821 residents. By 1990, that figure decreased to 2,485 and by 1998 decreased to 2,343. Also in 1980, this neighborhood had the highest median household income. In 1990 it was still the highest with a figure of \$36,114. Additionally, Cliffview had the second highest rate of owner occupied housing in the city with 59 percent.

Economic Overview

The economic profile of Newport is closely tied to the economy in Northern Kentucky and the greater Cincinnati metropolitan area. The civilian labor force in the Cincinnati Metropolitan Statistical Area (MSA), including Campbell, Hamilton, Boone, Kenton, Warren, Clermont and Dearborn Counties, increased 7.4 percent, from 676,000 to 726,700, between 1980 and 1987. As of the beginning of 1998, the Cincinnati MSA had a total employment of just over 831,000 workers. In 2000 the total workforce had reached 1,011,719.

Existing Land Use

The City of Newport is a densely populated and densely built community. The generally flat and very dense basin area from the floodwall along the Ohio River to the foot of a ridge along the C&O rail lines is the oldest section of the community with the oldest residential and commercial structures in the area. The southern portion of Newport, from the top of the ridge to the southern boundary of the City, was developed later primarily due to the severe topography in the area. The southern portion of Newport is less densely populated and is primarily residential. The other predominant land uses in southern Newport are the Newport Shopping Center along with the commercial developments along Monmouth Street, and the Newport Central Catholic School site.

Residential Uses

The residential areas are divided into nine neighborhoods, six in the basin and three in the southern portion of Newport. The housing stock in the basin is a mixture of single family, duplex and multi-family units. Single-family stock is concentrated in the Buena Vista neighborhood at the southwest corner of the basin. These structures are compact one, two, and two and a half story buildings on small lots. Additionally, the area has two family and a few multi-family structures. Recently, this area has seen increased investment and increased property values.

The neighborhoods on the eastern side of Newport, Gateway and Mansion Hill, have also experienced increased redevelopment and reinvestment. These areas have more mixed residential structures. The buildings in these neighborhoods are some of the largest residential structures in the entire City. Many of these buildings were converted into two family and multi-family units over the years. Recently, there has been a trend of converting these same structures back to their original one family configuration. This has also contributed to a significant increase in property values. Both of these neighborhoods are designated local and national historic districts.

The Two Rivers I neighborhood is composed of Newport Housing Authority multi-family units. The Housing authority is currently seeking Hope VI funding in order to relocate the existing residents in the other neighborhoods of Newport. This will begin to serve a two-fold mission. First, it will improve on incorporating the residents better into the overall community fabric rather than isolating them to one location. Secondly, it will allow for more appropriate development to occur in this location, as it is not suitable for a singular residential use. The Two Rivers II neighborhood is a mixed-use residential neighborhood. Much of the area is in a deteriorated condition and in need of reinvestment and rehabilitation.

The Taylor's Landing area, similar to Two Rivers II, has a mixed use residential character. Saratoga Street has small concentrations of single-family structures, but generally the area is multi-family housing dispersed throughout a commercial core. A multi-unit senior housing facility has also been constructed at the corner of Eighth and Saratoga.

The southern portion of Newport, on top of the ridge, is primarily residential. The Cliffview area at the southern most portion of Newport has a suburban character with single-family units on large lots. This area is less dense due to the subdivision layouts and the steep topography. The Clifton neighborhood is a predominately single-family land use of smaller lots with a limited number of two family and multi-family structures. Topography, as with the Cliffview area, has also been a limiting factor for higher density residential development. The Cote Brillante area is also predominately single family with a cluster of two family structures along Tenth Street. Cote Brillante also contains a number of new high-end residential developments. The Wiedemann Hill and Estates at Wiedemann Mansion are both high-end residential developments with prices ranging from \$700,000 to over \$2,000,000. Topography is also a development limiting factor.

Commercial Land Use

Until recently, the Monmouth Street CBD and the Newport Shopping Center were the principle concentrations of commercial land use within the city.

Newport on the Levee has added a significant amount of new commercial space to the City. This development, located in the Third Street Redevelopment Area, added an approximate 390,000 additional square feet of commercial space. Commercial development has also increased along York Street, Fourth Street and Fifth Street. Additional spin-off development as a result of the construction of the Levee has included the first Hofbrauhaus outside of Germany.

Newport Shopping Center

The shopping center at the intersection of Monmouth Street and Carothers Road is a community shopping center with larger retail stores and other retail establishments. The center has created spin-off development in the form of retail and fast food establishments along Monmouth Street and Carothers Road. All of the developments in this area provide their own off-street parking.

Monmouth Street CBD

The Monmouth Street CBD extends north/south along Monmouth Street from Third Street to Eleventh Street. The retail establishments along Monmouth Street are primarily small locally owned establishments of convenience stores, drug stores, restaurants, specialty retail shops, furniture stores, offices and entertainment establishments. Financial institutions are located between Seventh and Ninth Streets. Vacancies in many of the structures along Monmouth have created its share of problems in the area. Some of these are in the form of complete vacancy of a building to vacancies in the upper floors of many structures. Parking in the area is located on street as well as in City lots and behind establishments.

Areas along York Street, west of Monmouth Street between Third and Eighth are also commercial.

The area north of Fifth Street between Saratoga Street and Central Avenue is also commercial with office, commercial and institutional uses. This is also the site of the World Peace Bell development.

A number of retail uses are dispersed throughout the residential neighborhoods. Most are small, locally owned bars, restaurants and convenience stores.

Industrial Uses

Industrial uses are primarily located in the south and western part of the basin area. The largest concentration of industrial uses is located along Licking River where the Newport Steel site is located. In the 2000 update of this comprehensive plan the City had targeted an industrial redevelopment site between Sixth Street and Ninth Street east of Brighton Street. Although the industrial park stops at Ninth Street, the industrial use continues south to the Shortway Bridge and along Licking Pike.

Other industrial uses are scattered throughout the basin, concentrated along the Monmouth and York Street corridors. The area between Washington and York Streets forms a small cluster of industrial uses, including Trauth Dairy and several smaller industries.

Recreational and Open Space

This item is covered in detail under the Recreational Master Plan.

Vacant and Underutilized Land

The high-density development pattern in Newport provides very little vacant land in the basin. The largest tract of vacant land is located in the industrial redevelopment site along the Licking River. The majority of vacant parcels in the basin are located in the core area between York Street and Washington Avenue. There are also many parcels along the Fourth and Fifth Street corridors that are vacant or underutilized. Some of the commercial buildings along Monmouth Street are also either vacant or underutilized.

The southern portion of Newport has undeveloped tracts, however steep topography and soil conditions make development of these tracts difficult.

Development Activity

Since the last update of the Newport Comprehensive Plan, numerous development projects have occurred or are currently proposed. Many of these projects are possible due to the successful implementation of the redevelopment plans developed by the City. In addition to the larger scale projects, a great deal of smaller rehabilitation projects has also occurred. According to City housing records, the number of permits issued average 500 per year over the last 10 years with one exception. In 1992, there were 1081 permits issued.

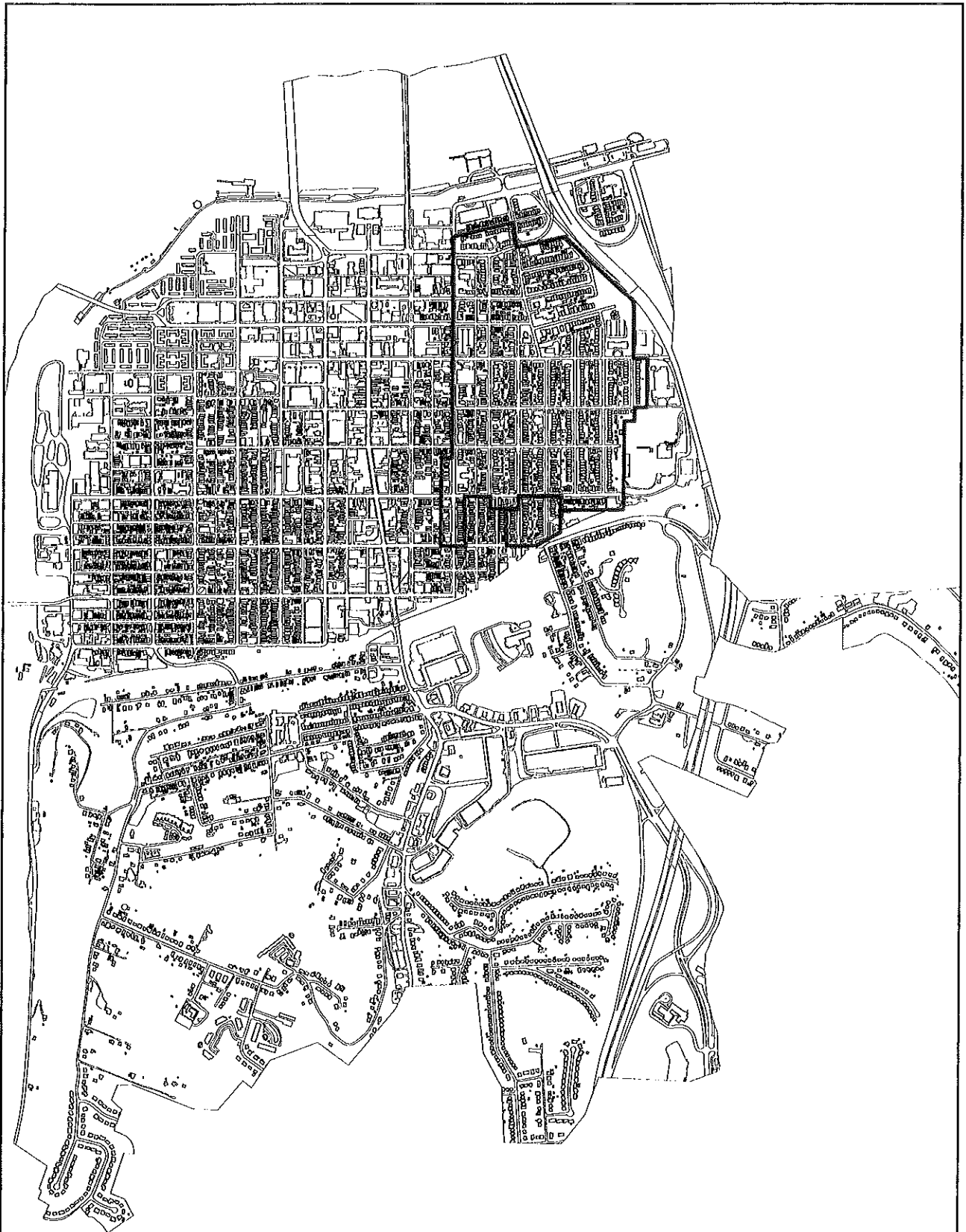
Since the last update of this plan, the majority of development activity has occurred near the riverfront. This is attributed in part to the ability to assemble larger developable tracts, high visibility, access and availability of necessary infrastructure.

The Watertower Square retail complex, which experienced difficulty in attracting customers, has recently changed its tenant mix to office users. The complex is nearly fully leased at this time.

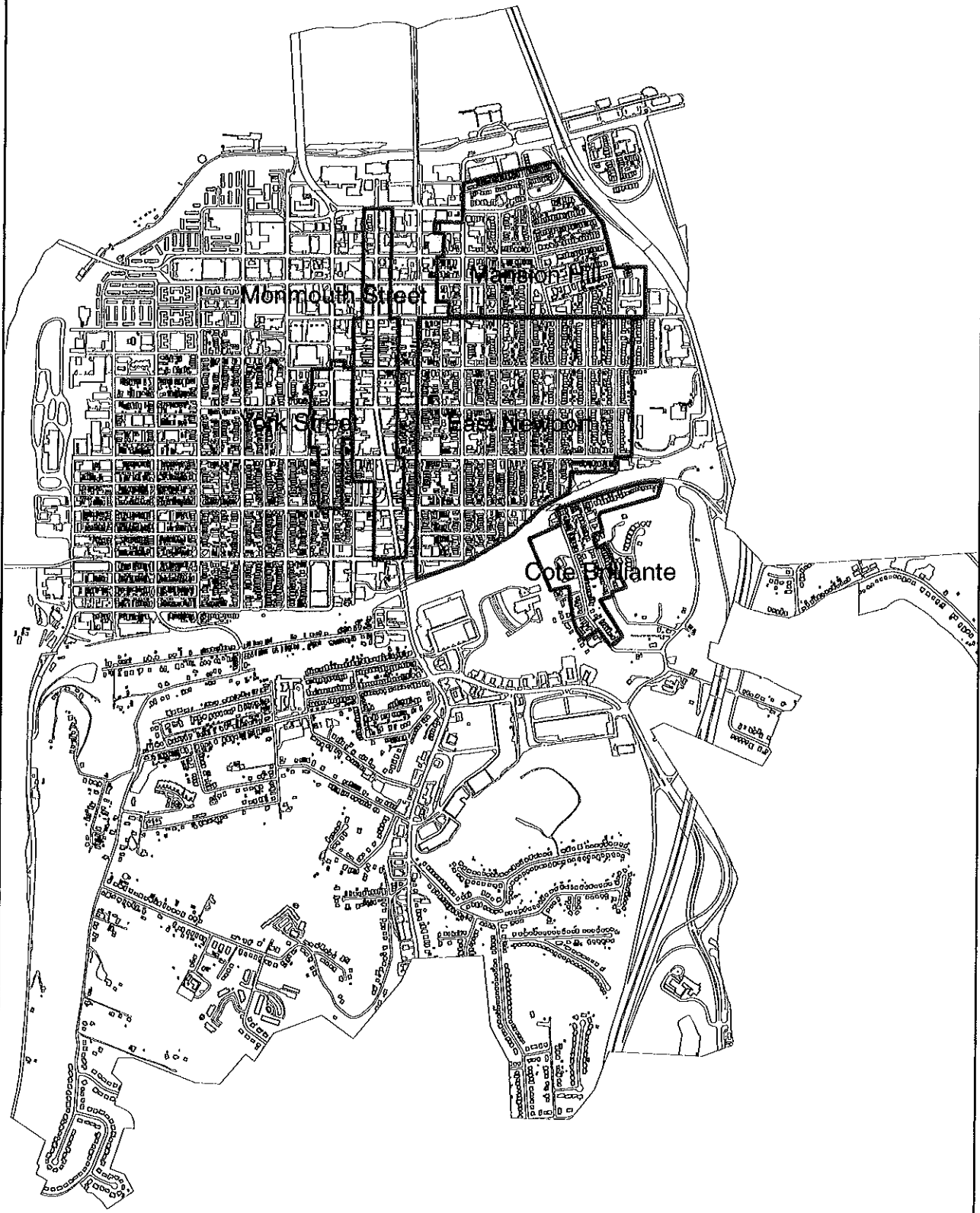
The city also experienced the development of its only Class A office building Riverfront Place. This development has attracted many corporate headquarters including Heinz Pet Foods and Starkist.

The development of the Comfort Suites hotel, Chart House restaurant and Don Pablo's restaurant at Channel Crossing sets the stage for potential development of the second phase of the site along the Ohio River.

The Newport Aquarium, which was developed in the Third Street Redevelopment Area, opened in May 1999. In addition to this main attraction, Newport on the Levee, a \$160 M. development occupies the remaining 10-acre portion of the site between the L&N and Taylor-Southgate Bridges. This development includes a 20-screen first-run movie AMC theater, an IMAX 3-D theater and numerous restaurant and retail spaces. Total commercial development is approximately 390,000 square feet. A 1,800 car parking facility is also part of this development.



Local Historic Districts



National Historic Districts

One block from the Third Street Redevelopment Area is the site of the World Peace Bell and museum. The remainder of the site was slated for the Millennium Monument development. This project currently appears to be on hold indefinitely.

Since the 1989 update of the Comprehensive Plan, Newport had experienced the development of an anchor grocery store on the former Wiedemann Brewery site. This development is located on the block surrounded by Sixth, Seventh, York, and Columbia Streets. Since 2004 with the demise of the Thriftway grocery, the building owners have been seeking a new tenant.

The neighborhoods within the basin area have also experienced change through rehabilitation and reinvestment of existing structures. Mansion Hill and Gateway have experienced the most change as multi-family units are being converted back to their original glory as large single-family structures. The desirability for these structures has caused the property values to greatly increase in these two neighborhoods over the last 5 to 10 years. Similarly, as with the east side neighborhoods, the western neighborhoods of Buena Vista and Two Rivers II have recently begun to experience rehabilitation.

As the redevelopment of the riverfront sites occurs so does the spin-off of rehabilitation and new business relocation to the CBD of Newport. The Monmouth Street area has experienced some rehabilitation of structures. Many of the businesses have taken advantage of Newport's facade improvement program as well as complete streetscape upgrade, and improved the image of their businesses. Another major change that has impacted the city is the concerted effort to eliminate a majority of the adult entertainment establishments in the area. This has aided in the transformation of the area to a more "family friendly" type atmosphere and opened up options for other types of businesses to relocate to Monmouth Street. The Court House Complex near Sixth and Columbia Streets has also experienced expansion and new development of the Juvenile Detention Facility.

The southern portion of Newport has also experienced new development and reinvestment, especially commercial development. New tenants have begun to locate to the Newport Shopping center and surrounding centers. In addition to these new tenants, there has been the development of new freestanding restaurants. Additionally, there has been new housing construction, such as Aspen Ridge.

Historic Resources

The basin area of the City has a rich stock of historic structures. There are currently 5 National Register historic districts in Newport; up from 2 in 1989. In 1989, Mansion Hill and East Newport were on the register as National Register historic districts. Since then, the City has received designations for the York Street Historic District as well as the Monmouth Street Historic District. In 1989, there were 8 structures that were individually listed on the National Registrar. Today there are 10. Further analysis of other areas of the basin and hillside neighborhoods may indicate future districts. In August 2005 the city received National Register Historic District designation for the Cote Brillante neighborhood.

Environmental Conditions

Flood Plains

Flood plains exist along the Ohio River on the northwest side of the City, along the Licking River on the southwest side and along Woodlawn Creek on the northeast and eastern sides. Floodwalls Along the Ohio and Licking Rivers protect existing development from flooding events likely to occur at intervals of 100 years or less.

During the 1989, update of the Comprehensive Plan, no development had occurred within the flood plains of the Ohio and Licking Rivers other than roads, bridges and floodwalls. Since then, development has occurred north of the floodwall and east of the Daniel Carter Beard Bridge (I-471). These developments have been raised or built over parking structures to accommodate rising floodwaters.

Hillsides

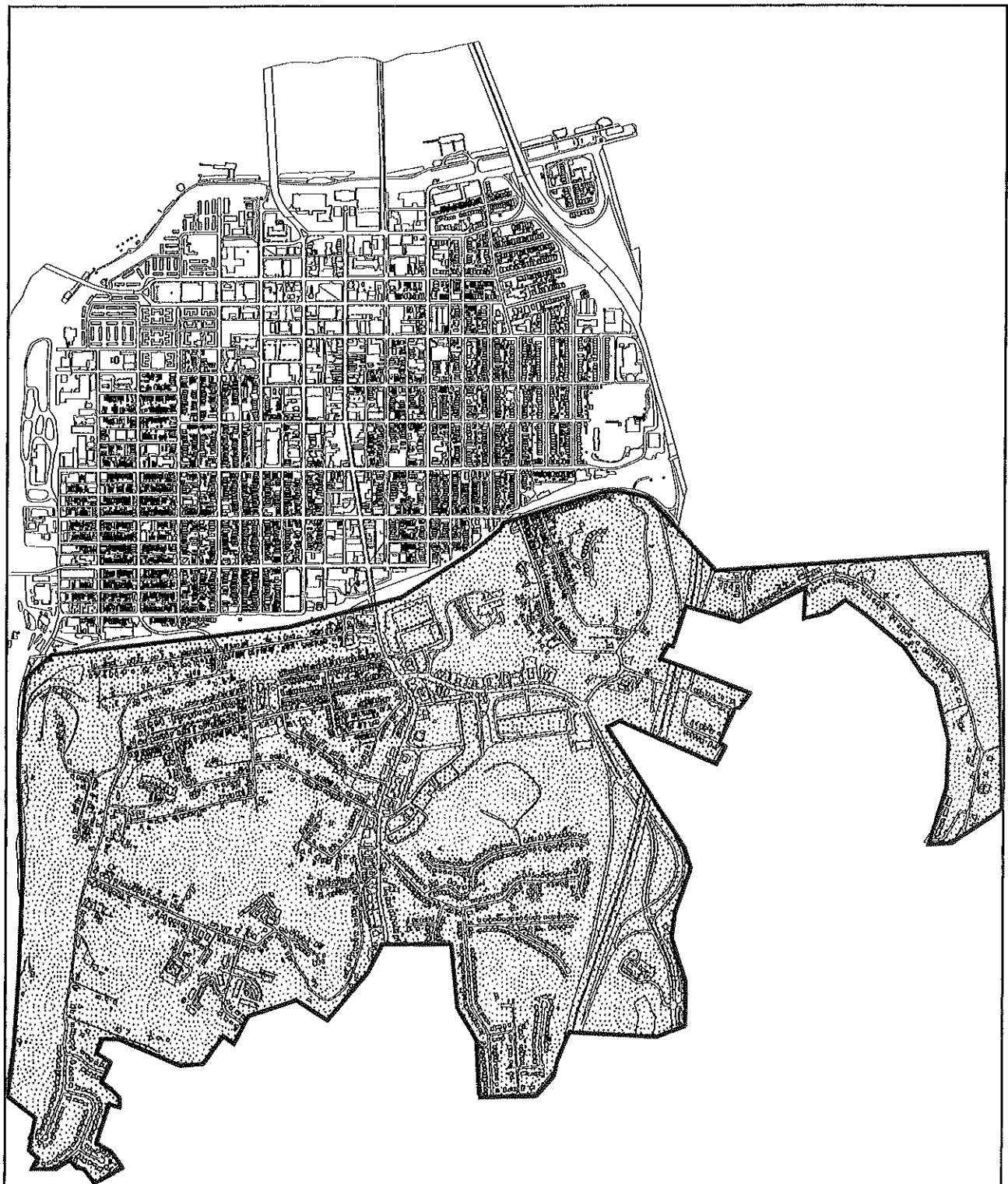
The landscape of the City of Newport extends from the steep banks of the Ohio River across the flood plains and terraces up to steep slopes and ridge tops. The topography is typical of the high-relief portion of the Bluegrass Region of Kentucky, locally known as the Hills of the Bluegrass.

The two distinct topographic areas are roughly divided by the CSX railroad line at the foot of the southern hills of the City. North and east of the railroad tracks are the river floodplains and terraces where the land is relatively flat, partly due to cutting and filling. This highly developed area is underlain by alluvium and glacial outwash material.

South and east of the railroad tracks, slopes range from two to 12 percent on the ridge tops and 35 percent or greater on the hillsides. Part of this area is predominately underlain by limestone bedrock of the Grant Lake and Fairview Formations. The remainder is underlain by bedrock of the Kope Formation, which is 75 percent gray shale with imbedded thin layers of limestone. This bedrock formation is subject to slumping or land sliding, particularly when the drainage is poor, allowing the underlying material to become saturated. Although landslides occur under natural conditions, the hazards greatly increase with development that cuts the base of slopes, removes vegetative cover, reduces natural drainage or loads the upper portion of slopes.

The gray shale of the Kope Formation weathers to a plastic clay mass, which is highly unstable. Further, the embedded shale and limestone are impermeable to water. Water percolating through the soil reaches the bedrock, and then flows along the soil-bedrock contact, lowering the bearing strength of the soil. When the soil becomes saturated, its weight is greater than the forces holding it in place, and the slide occurs. Generally, plant roots help anchor the soil, but slides have also occurred on forested slopes.

Portions of this area have been extensively developed, mainly in low-density residential units and commercial establishments. Many of the steepest slopes remain forested, but some have been filled for home sites and for construction of the shopping center.



Hillside Development Regulation Area

Soils

The urban boundary of the City of Newport contains five major soil types. The area within the basin is urban and due to this, soils have been extensively cut and filled. This area is densely developed and much of the soils are covered by development.

The southern portion of Newport is Eden silty clay loam. This is the predominant soil type on hillsides with slopes in the range of 12 to 35 percent. These soils severely limit most development because of steepness and the high potential for slippage. Because Eden soils predominate on hillsides, they are associated with landslides.

Narrow upland ridges in the area are characterized by Faywood silty clay loam on slopes of 2 to 12 percent. Faywood soils are severely limited for development because of high shrink-swell potential, shallow depth to bedrock and slopes. Negley soils have slight limitations for most development except where slopes are steep enough to become a moderate limitation.

Broader ridge tops in this area are predominately Nicholaon silt loam on zero to six percent slopes. These soils are moderately limited for developed uses by moderate shrink-swell potential and a seasonal high water table at two to three feet.

Ecology

In much of the City development has eliminated natural habitat for vegetation and wildlife. The species present include those introduced by humans and those that are naturally adaptive to human activities. Vegetation includes grasses, lawn and garden varieties, landscaping plants, weeds and trees of all types. Wildlife consists of birds, raptors, insects, rodents and other small mammals.

The less developed areas, including steep hillsides, riverbanks and flood plains, provide a natural habitat for a greater variety of plants and animals although the pressures of urbanization still reduce the number of individuals and the diversity of species. The City has no designated nature preserves or unique habitat areas.

The Ohio and Licking Rivers and small streams provide habitat for some species of fish, reptiles, amphibians and aquatic plants. (1989 Woopert)

Development Pressures

Newport's location and natural amenities have created numerous development pressures. Continued urban growth creates pressures for development of steep slopes and flood plains where landslides and flooding are potential hazards.

The demand for housing, with a view of the Ohio River and the City of Cincinnati, has increased. The most likely sites for this type of development are the riverfront and the ridge tops directly south and east of the railroad lines (Clifton, Cliffview and Cote Brilliante neighborhoods). This type of development is best developed under a Planned Unit Development (PUD). Great care must be taken with this type of potential development due to steep topography. Many of the hills in Newport are too steep to handle development. Construction of slopes greater than 15 percent should be avoided even if the slope appears stable. If construction on such a slope is necessary, the soil should be disturbed as little as possible and should be re-vegetated as soon as possible to control erosion and help anchor the soil in place. An adequate drainage system should be installed to prevent saturation of the soil. Fill should never be placed on steep slopes, and no construction should be undertaken on fill near steep slopes. The bottom portion or toe of the slope should not be disturbed. These measures make construction costly and may not completely eliminate the potential hazard to structures and residents.

The less steep slopes (less than 15 percent) are slightly better suited to development. Because of the landslide and erosion potential when steep slopes are disturbed, the most suitable hillside uses are undeveloped uses, such as woodland, open space and recreation.

The upland ridge tops are well to moderately well suited for development except in areas where soils exhibit a high shrink-swell potential, shallowness and wetness. These restraints can be overcome by draining surface and ground water away from structures, by building structures without basements and by backfilling around foundations with material that has low shrink-swell potential and good drainage characteristics. In some cases, the cost of these measures and continuing maintenance needs may make construction unfeasible.

Little vacant land exists on the relatively level terraces above the Ohio and Licking Rivers. Heavy development has changed the character of the natural soils; therefore any development that occurs in this area should be preceded by a site-specific soil investigation to determine whether limitations exist.

Whenever potential development threatens open space or habitat areas, preliminary studies should be undertaken to determine if any rare or protected species exist in the area and if they will be affected by development.

Community Facilities

Educational System

According to the last update of the Comprehensive Plan, Newport City Schools had six elementary schools one Junior High and one High School in the 1971-72 school year with a total enrollment of 4,346 students. In the 1985-86 school year, there were three elementary schools, one Jr. High and one High school with the district total enrollment at 3,199. By the 1997-98 school year, enrollment had declined to 2,770.



Schools

By 2002 the enrollment had dropped below 2500 with a total of 2439. With the school year 2003-2004 the total population was down to 2344.

It is recommended that the school district undertake an educational facilities master plan to determine any possible options relative to the number of buildings necessary for operation, given the last 15 years of decreasing enrollment.

The 1980 Northern Kentucky Comprehensive Development Plan recommended phasing out Mildred Dean and Fourth Street Elementaries and developing a new elementary school on the eastern side of the basin. This may still be a possible solution today given the decrease in enrollment. A thorough study may shed more light on the feasibility of such an undertaking. Analysis of this situation is also very important due to the rapidly changing development environment, especially around the Fourth Street School area. As development plans become implemented, an elementary educational facility will no longer be a compatible use in that area.

Transportation

Existing Circulation System

The City of Newport is connected to the City of Cincinnati by three bridges the Taylor-Southgate Bridge, the L & N Bridge and the Daniel Carter Beard Bridge (1-471). Newport also has two bridges that connect to the City of Covington; the Fourth Street Bridge (Veterans Memorial) which links Fourth Street in Covington with Fourth and Fifth Street in Newport, and the Shortway Bridge, which links Twelfth Street in Covington with Eleventh Street in Newport.

The Interstate system that serves the region, Interstate 75, Interstate 71, Interstate 275 and Interstate 471, is linked to Newport through three exits from 1-471 on the eastern portion of the City. The Interstate 471 system connects downtown Cincinnati to Interstate 275 south of Newport.

A transportation consultant's study of Newport in 1997, indicates an increased amount of traffic moving east and west through the City since counts were last taken in 1989. The most significant increase has occurred along Sixth Street through East Row to and from the City of Bellevue. In 1989 there were 7,900 vehicles daily along this collector; by 1998, the number of vehicles increased to 9,700. It is important to note that there are no changes proposed for Sixth Street in this area. The present configuration provides the least amount of negative impact on the neighborhood and serves to divert traffic flow to the realigned Third Street.

The western portion of Fifth and Fourth Street, during the same period of time, has decreased. In 1989, approximately 11,000 vehicles per day traveled to Covington, with 11,200 vehicles traveling from Covington to Newport. In 1998, 8,800 vehicles traveled from Newport to Covington, while 9,200 traveled from Covington to Newport. Though the number of trips has decreased slightly, the trend continues to illustrate more vehicles travel from Covington to Newport than from Newport to Covington. This is an interesting situation given the configuration of the Fourth Street Bridge with two lanes heading west and one lane heading east.

The north/south traffic flow in Newport still contains the highest volumes of vehicles with Monmouth Street leading the way with approximately 11,900 vehicles per day. Interstate 471 handles over 57,000 vehicles per day with that number increasing as the eastern suburbs of Hamilton County continue to develop.

Analysis of the traffic counts for the basin area also demonstrates that on an average daily basis, more than 5,000 vehicles enter Newport than leave. The approximate number of vehicles entering is 56,200 while those leaving are approximately 50,80

Recommended Transportation Improvements

In order to provide a transportation network that is capable of handling increased capacities and improved traffic flow through the basin area, the following improvements will be necessary.

A. Realignment and continuation of Third Street

Third Street will soon be reconfigured due to the development of the Third Street Redevelopment Area. This reconfiguration will allow improve flow with the inclusion of turning lanes and an additional lane to handle increased capacity. Given the relocation plans for the Newport Housing Authority site north of Fourth Street the continuation and realignment of Third Street through this site will improve access. A re-alignment would also allow for a more efficient site parcel division. Great care should be taken in development design along Third Street to limit access points along the street. Developments should access the north/south streets whenever possible.

B. Proposed East Bound Bridge from Covington

With increased development activity in both Newport and Covington a new eastbound connector from Fifth Street (Cov.) to Fifth Street (New.) will improve both capacity and traffic flow. Also, due to the movement of more vehicles to Newport, this will eliminate the confusion that now exists due to the jogging nature of the current flow while increasing the number of lanes from the current one lane con-figuration. This alignment will also link the existing grids of both Covington and Newport. More efficient traffic flow will ultimately benefit both cities.

C. New Exit Ramp to Route 8 (Cowens Drive)

With the proposed development of the Third Street Redevelopment Area, as well as other downtown attractions, a new ramp to handle increased capacity from southbound 1-471 will be necessary. The current configuration, along Park Avenue, will no longer allow for proper stacking distance of vehicles. This will become a potentially dangerous situation as cars back up onto 1-471 southbound lanes.

Any design solution for this new ramp concept should exercise extreme care in minimizing disruption to any residential neighborhoods.

D. Flow/Capacity improvements to Tenth and Eleventh Streets.

Movement east and west through the basin of Newport is an area in need of improvement. This is also the case for Tenth and Eleventh Street. Traffic flow has been improved through computer signalization; however there will continue to be increased vehicular movement in the future. Accommodating more trips along these arterials will require more detailed analysis through a traffic study.

E. Route 9/Licking Pike reroute.

In order to better serve increased commercial traffic, while also minimizing disruption of neighborhood areas, Route 9 should be rerouted. This will move the traffic flow away from the center of the Buena Vista neighborhood, minimizing disruption and maximizing safety. Relocation of Route 9 will also allow for optimum access to sites/parcels within the industrial area. This realignment will also provide an opportunity to improve the connection to Route 8. During the study process, care should be taken to minimize disruption of the neighborhood near the connection of Route 8. Similar design considerations will need to be exercised near the Licking Valley Girlscout Bridge, which has been designed to accommodate larger land configurations than previously provided under the old Shortway Bridge.



Access Management Study Area

Development Plan Recommendations

The purpose of the comprehensive plan is to provide a flexible set of guidelines and policy statements that will work with the City Zoning Code and other ordinances to guide future development and redevelopment in a positive way. The Comprehensive Plan and the zoning ordinance work together where the Comprehensive Plan establishes general policy, and the Zoning Ordinance designates specific land uses and dimensional requirements. The terms used in the Comprehensive Plan are intentionally flexible to allow the community to decide, within a given framework, what is appropriate in terms of development.

Land Use Designations

With the understanding of the need for flexibility and understanding that specific criteria and regulations for development will be included in the zoning ordinance, the following definitions are included to aid in interpreting the land use plan:

Low-Density Residential

Low-Density Residential areas generally include single family and two-family houses that are one or two stories high. New development in these areas would be limited to single family homes or two-family homes. Conversion of existing structures to single family would be encouraged. Densities in this area would generally be below 10 units per acre. New residential developments under this classification should be discouraged at densities above seven units per acre.

Medium-Density Residential

Medium-Density Residential developments permit a range of residential development types including single family, two-family and three-family units. These areas may also include townhouses and a limited number of larger structures where the land area and building size would accommodate the required parking and ample unit sizes. New development, redevelopment and rehabilitation in these areas would mirror existing uses closely. Conversion of structures would be appropriate only when the size of the structure and the land surrounding it allow such renovation. In-fill development would be appropriate as single family, two-family, three-family or as row-house structures. New larger apartment buildings would be discouraged. Densities would range from approximately 10 to 20 units per acre.

High-Density Residential

High-Density Residential areas generally include three-family, townhouse and multifamily structures. Limited ancillary retail or office uses may also be appropriate. New development would be encouraged as townhouses or apartment/condominiums on in-fill sites. Rehabilitation of existing larger structures (retail, institutional and residential) would be encouraged as residential space. Single-family residential and large-scale commercial development would be discouraged. Densities would be above 20 units per acre.

Commercial

Commercial uses generally include service establishments, furniture stores, grocery stores, clothing and apparel shops, financial institutions (such as banks and savings and loans) and small-scale office uses (such as real estate offices). The Monmouth Street Business District and the Newport Shopping Center and the Newport on the Levee development are the main commercial areas of Newport.

Mixed Use

Mixed Use development includes a combination of residential, commercial and office uses. New developments in mixed-use areas would be constructed as coordinated, unified projects and would integrate pro-posed uses appropriately. Rehabilitation and in-fill projects would be limited to residential, commercial or office uses, or a combination of these uses. Existing commercial, residential and office properties are appropriate. The intensity of these types of projects may differ throughout the City. Zoning provisions modified or enacted subsequent to the Comprehensive Plan will need to consider special site related requirements for mixed-use areas. These special site related requirements should address landscaping buffers between uses of different intensities or different uses, parking requirements tailored to mixed-use areas, and transitional uses-by-right in mixed areas.

Office

Office uses generally include a range of professional offices such as doctors' offices, lawyers' offices and corporate offices. A limited amount of small-scale commercial uses may also be appropriate. Public office buildings are also appropriate.

Public and Semi-Public

Public and Semi-Public uses include public facilities such as schools, government offices and safety facilities, medical facilities, universities and recreation facilities.

Parks, Recreation, and Public Open Space

Parks, Recreation, and Public Open Space areas include public and private green space, plaza space or special recreational uses such as pools, ball fields, tennis courts, golf courses and docking facilities.

Industrial

Industrial uses include manufacturing, production and packaging operations. Also included in this designation are research and development and laboratories.

Land Use Plan

City Center Development Plan

The development area currently experiencing the most redevelopment pressure is guided by the City Center Development Plan. This plan defines the policies and land uses for the area bounded by the floodwall to the north, Sixth Street to the south, Washington Street to the east and Columbia Street to the west. As the documents title suggests, this area is within the "center" of the downtown area. All of the land use designations within this area have been significantly altered since the last update of the Comprehensive Plan. These changes have been made in order to address the changes that have occurred over the last 10 years within the northern portion of the basin area. The remaining portion of development within the basin area especially, are intricately linked to the City Center Development Area.

The following are development concepts from the City Center Development Plan:

Development Concept

The development concept for the area will act as a guide for the location of potential uses while also offering flexibility. This will be a key factor in attracting and controlling future development in the area. The concept plan for the City Center Development Area is based on the premise that a range of diverse yet interdependent activities will create a healthy business and cultural climate, produce a visually exciting environment, and provide an appealing destination for a broad range of the area's citizens.

One of the keys to interaction is an interconnected pedestrian system, where the daily face-to-face contact of people during the course of both business and social activities can be accommodated in a safe and attractive manner. The key concepts for the development strategy are as follows:

Pedestrian System

Pedestrian access throughout the development area is of highest priority. As an integral component to the activities of the City Center area, the linkages to, within and through the area are vital to success. The continuation of the Monmouth Street pedestrian link should be reinforced. This link should continue through the area to the riverfront and its attractions. Without adequate updated pedestrian access the City Center area will lose much of its potential economic viability.

The linkages across the river to Downtown Cincinnati should be fully integrated and exploited. As it was stated in the last update of this document; "the future of the L&N Bridge unknown at this time, flexibility will be important. If the bridge is converted to a "pedestrian promenade" then pedestrian linkages will need to be reinforced between this structure and the City Center Area." This remains somewhat true today. Now that the Bridge has been converted and is used by a great number of pedestrians, there is still a need for improvement in terms of development along the Saratoga Street corridor. As is proposed in the following paragraphs, higher density residential is the goal for this area.

Land Uses

Development within the City Center Area should be sensitive to the surrounding areas, especially existing residential neighborhoods.

The eastern portion of the City Center area is suitable for medium to higher density residential uses. This area is bounded by Washington Avenue,

Saratoga Street, Sixth Street and Fourth Street. This area will provide a good transition from the residential use of the East Row neighborhood. The scale of this residential development should range from that of the East Row area to a larger scale that would allow for multi-dwelling units and condominium type structures. This proposed residential district is also located near amenities that are frequented the most by the pedestrian population.

Mixed-use development should occur north of Southgate Street to Third Street. This development will benefit from the increased traffic flow of Third Street as well as the high visibility. A mixed use will also provide a transition to the medium density residential uses to the immediate south. Mixed use development in this area would be best developed ranging from dine-in restaurants to small office type establishments. This type of development would also enable a transition to the development area north across Third Street.

Mixed-use development should occur between York, Saratoga, Third and Fourth Street. This use will provide a good transition between the Aquarium/Newport on the Levee development to the north and commercial/office uses to the south. It will also allow a good transition from the residential uses to the east. In addition to open space this mixed-use area should include residential, commercial, and small office type developments. This development area as well as the residential uses to the east will also benefit from the inclusion of open space. This open space would also provide a transitional link between the large-scale developments to the north and south.

Office uses should occur near the World Peace Bell site and develop to the west concentrating along the Fourth and Fifth Street corridors.

Commercial uses should occur to the south and east of the World Peace Bell site. Commercial uses in this area, where possible, should be clustered into larger scale developments as opposed to smaller freestanding type developments.

Public use should continue at the existing Court House and St. Paul's Church parcels. Preservation of these architectural gems should be encouraged.

The Travel Lodge site north of Third Street should continue as a Commercial use and should redevelopment occur, a new landmark building is encouraged.

Traffic

Vehicular access movement through the area is detailed in previous sections as well as the City of Newport's Transportation Study. A more thorough analysis of Monmouth Street is encouraged in light of the continued study of Monmouth Street from one-way to two-way configuration.

Parking

Additional parking will need to be provided in the City Center area as new developments are proposed. Parking structures should be incorporated under these developments as necessary and when possible.

The implementation of a shared parking program through some type of city or quasi-public agency would relieve the developers of a percentage of their on-site parking requirements. A single organizing agency would also permit a degree of design consistency for the parking facilities and allow them to be landscaped to higher standards so that they become attractive urban spaces/structures in their own right.

Development of parking structures would also provide the opportunity to integrate retail uses at the street level. The integration of retail at the street level will also encourage pedestrian activity.

Shared parking would prevent the phenomenon of isolated buildings surrounded by seas of parking, instead allowing the construction of a more continuous street facade that stimulates pedestrian activity.

Such a parking system works best where the range of users have a variety of activity cycles (daytime office parking becoming night-time entertainment parking), providing better utilization and security over longer periods of time.

Any surface lots in the area should include adequate landscape buffering and fencing.

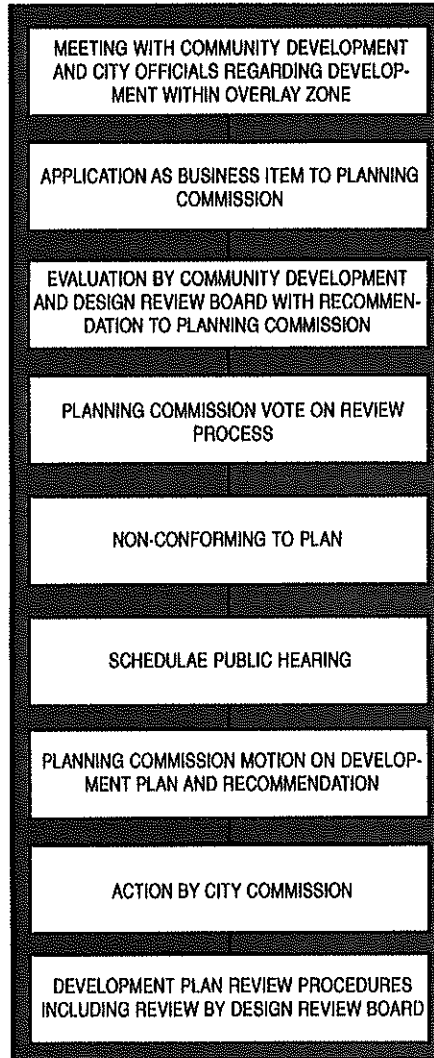
Streetscape

The citing of individual buildings within the City Center Area must provide a continuity of activity at street level if a vital and exciting pedestrian environment is to develop. Elements to be incorporated, which promote a visually appealing streetscape, include the following:

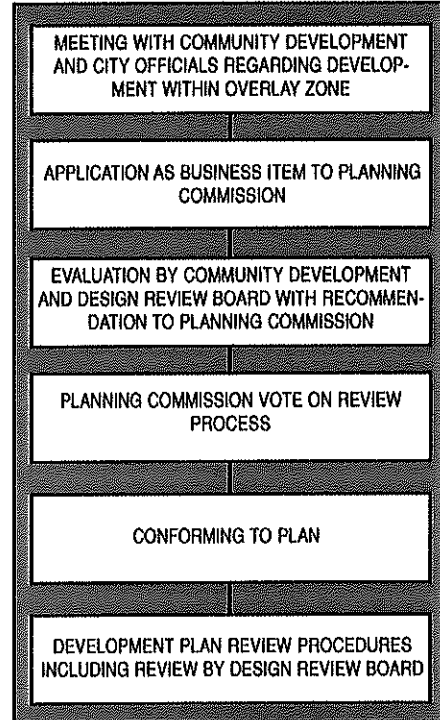
- Minimize visual obstruction of active retail storefronts from the street.
 - Wide sidewalks (10-15 feet minimum) are to be created or maintained consistently throughout the area to accommodate pedestrian circulation, outdoor cafe tables and chairs, food or drink stalls.
 - Paved or hard-surfaced public open spaces are recommended. Ground cover and lawns should be kept to a minimum for practical maintenance reasons. (Avoid a suburban appearance.)
 - Shade trees are to be provided in all public areas including parking lots.
 - Shrubs are to be used, surrounding surface parking areas, as a screen from street and pedestrian activity.
 - Any visible fencing in the area is to be ornamental iron style fencing. This fencing is to be used to surround surface parking areas in addition to any required plant screening.
 - Conventional street curb sections selectively replaced with lines of bollards to enlarge the pedestrian domain into streets for special events. (Street markets, antique fairs, concerts, etc.)
 - Continuous street facades and maximum close-in building setbacks of 5-10 feet.
 - On-site parking located underground, in structures, or hidden behind each building block away from street facade.
 - Distinctive street lighting for a special nighttime appearance, and flood lighting of key buildings to outline the boundaries of major public spaces
 - "Gateway" elements at the key vehicular entry points to focus attention, and to make a statement about entering a special part of the City. (These could be symbolic gateposts, archways, change in road texture, etc.)
- The following page illustrates the review process for developments within the City Center Area.

The Newport City Center Study recommends a specific land use and zoning plan for the Study Area. This section provides a mechanism that encourages conformance with this plan while also permitting landowners and developers to pursue alternative development plans through normal review procedures described in the Newport Zoning Regulations.

NON-CONFORMING TO PLAN



CONFORMING TO PLAN



CBD Redevelopment and Revitalization (The District)

The Monmouth Street CBD, known hereafter as the District, has in the past been primarily defined as businesses and development along Monmouth Street, between Fifth and Ninth Streets. Today, the area has expanded between Fourth Street and Eleventh Street. Due to changes in the area over the last ten years, there has been an expansion of new commercial businesses immediately outside Monmouth Street. In light of these "growing" changes, it is important to redefine and reposition Newport's CBD.

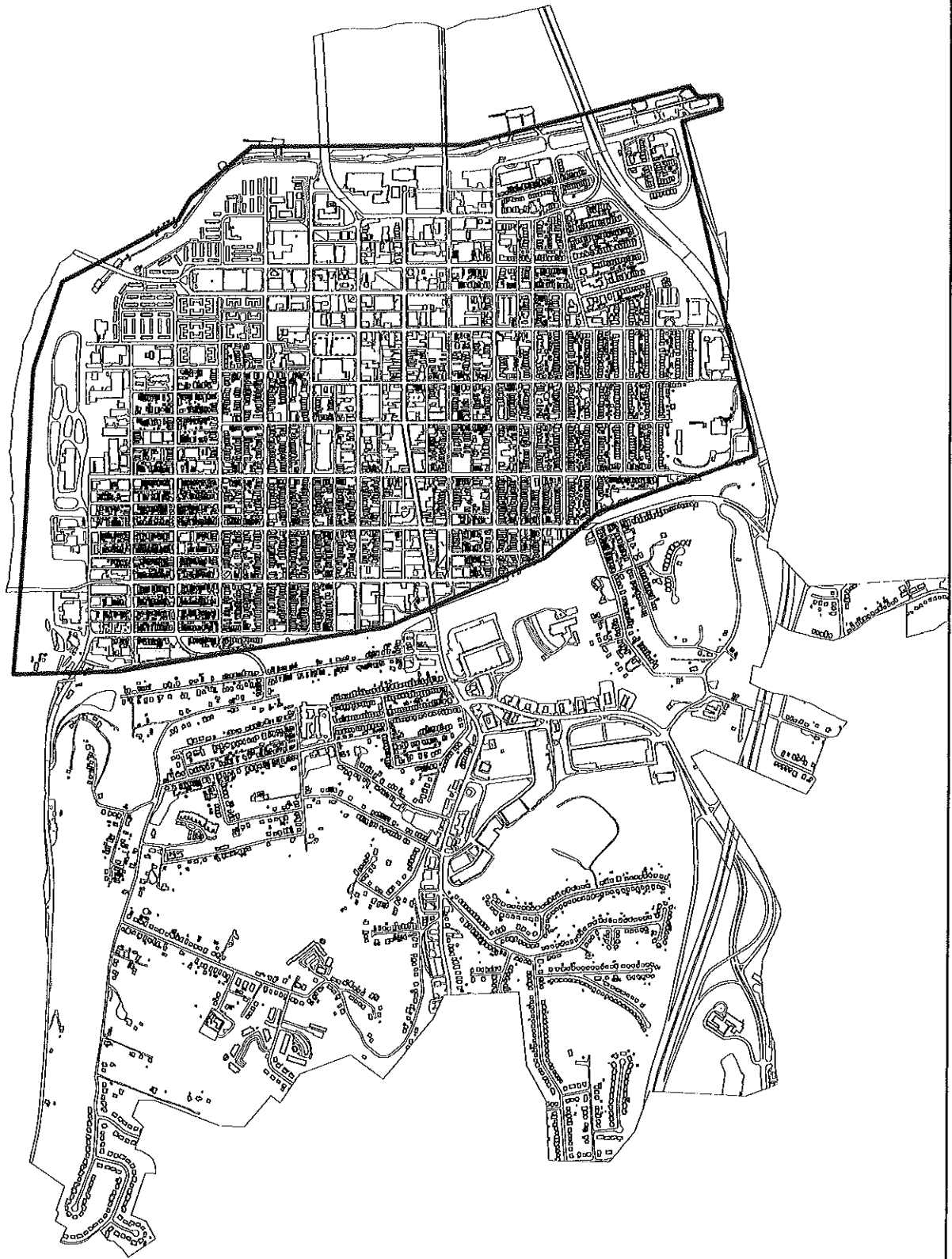
Some of the strategies that were proposed for the revitalization of the CBD in the last update of the Comprehensive Plan have been implemented and provided success. Some of the explanation for this can be attributed to market timing issues. The primary reasons for success, though, are likely the large-scale change. Many of the strategies outlined ten years ago are still important and should continue now and into the future. Many of these are outlined later in this section. It should also be noted that the recommendations made in this section are not intended to position the District to compete with the Newport Shopping Center or Newport on the Levee, but rather to establish the District as a retail and service district that serves Newport residents, the area work force and visitors to Newport.

A major change proposed for the District is the conversion of Monmouth Street from one-way north to two-way. The most successful "main streets" in the country are a two-way configuration. This conversion allows for higher visibility for business and property owners. It also provides for easier vehicular movement, making it more customer friendly. Conversion also provides for a safer pedestrian environment.

The timing of this vehicular directional change coincides with the implementation of streetscape improvements. The City of Newport recently completed the process of improving the aesthetics of Monmouth Street. These types of changes and improvements have positioned Monmouth Street for increased private investment as well as improving its marketability for new businesses.

Monmouth Street is also a redevelopment area. Yet this redevelopment plan differs from the Third Street Redevelopment Plan. Third Street's Plan was based, under Title 99, as an urban renewal plan, which called for total clearance of the development site before a new development could be built. Monmouth Street Redevelopment Plan calls for a different approach. Historically, Monmouth Street has been a major commercial center in Northern Kentucky. Because of this, commercial structures were constructed that have given Monmouth Street its individual character. Additionally, Monmouth Street is a national historic district. In light of this, the redevelopment plan is based, not in urban renewal scope, but in terms of rehabilitation and renovation as the primary focus. It has been a number of years since this area was declared a redevelopment zone and in light of the number of changes that have occurred, this study should be revisited and redeveloped accordingly. It is also important to note that as renovation occurs in the District, the historic integrity of the existing buildings should be maintained. Any new in-fill development should also reflect this historic integrity.

In the last update of the Comprehensive Plan physical deterioration of the District discouraged customers and potential new businesses from coming to the area. Although to a lesser degree, this is still the case today. Efforts to continue to concentrate business activity in the District will result in rehabilitation of vacant buildings and storefronts, renovation of upper floor spaces, and new in-fill development of select vacant parcels. In addition to new uses, repair, maintenance and renovation should continue to be encouraged for existing uses.



Enterprise Zone

A major issue affecting the District is the underutilization of the upper floors of buildings. Renovation of these spaces is encouraged, especially as residential uses. Many of the buildings in the District were originally designed to house dwelling units above the storefronts. Promoting the District as a place to reside will provide numerous opportunities for new development in the area. Promoting a mixture of activities will provide for a more vibrant District encouraging activity throughout the day, rather than just peak shopping hours. This will also provide a safer environment and lessen the potential for crime due to the increased pedestrian activity. Additionally, commercial establishments gain a new market as new residents move into the District. Residential development in the District will need to provide parking and additional support amenities necessary to create a positive environment.

Another issue affecting the District is the number of structures in need of renovation that are held by speculative owners. Many of these properties are vacant and compounding the problem, overvalued for the existing real estate market. Some of these properties should be targeted for acquisition by the City of Newport, or some type of incorporated "District Development Authority" to insure that these buildings do not further discourage recruiting new commercial businesses. This will also contribute tremendous support to existing businesses that are striving to improve their establishments within the District.

The amenities of building stock as well as improved aesthetics will further position the District for new commercial activity. Businesses that are encouraged are those that are specialized and differ from those found at the Newport Shopping Center, or the Newport on the Levee development, and complement the historic character of the area. The size and types of uses should be sympathetic to the existing conditions in the District. Uses in the District should be concentrated and to a large degree, pedestrian oriented.

Connection to the north, with the Newport on the Levee project, will be of utmost importance to the success of continued revitalization of the District. The Aquarium and Newport on the Levee generates approximately 5+ million visitors to the Third Street area. Success for the commercial establishments in the area will depend on the ability to attract a portion of these "customers" into the District. Marketing businesses within the District, at the Newport on the Levee development, will be an important step in enticing patrons to these commercial establishments. It will also be important to promote the District in conjunction with other Newport attractions, such as riverfront development and special events such as the Italian Festival, Newport Arts and Music Festival, Newport Motorcycle Rally, Riverfest and all the other events and promotions taking place at the Levee and along the riverfront.

Connection of commercial activity to the southern portion of Monmouth Street will greatly improve with the addition of an anchor type development. Promoting continuous commercial activity from Third Street to Eleventh Street will become easier with the establishment of larger scale "bookend" anchors. Development at the southern end of the District should be of a commercial/office type that can capitalize on the very high traffic volume and visibility that is generated in the area surrounded by Eleventh, Tenth, York and Monmouth Streets. Care should be taken in the design of development in this area to insure pedestrian access and safety, minimizing conflict with vehicular movement where these streets converge. This anchor will center around the development of the new County Office Building, which should begin construction in 2006.

District Land Uses

The revitalization of the District is focused primarily on commercial uses. Though this may seem a broad category by definition, a broad base of these uses will be necessary for the District to reach its full development potential. As was true in the development of the last Comprehensive Plan, the District should not have the intention of recreating its past function or of competing directly with the Newport Shopping Center, a community general retail center that provides convenience and shopper goods in a moderate price range. Rather, the District should seek to develop its own niche in the retail market.

With respect to an appropriate mix of commercial uses, several potential markets should be considered. These markets include the local neighborhoods, daily work force, riverfront users (both Cincinnati and Newport) and larger specialized markets. The local neighborhood and daily work force markets need convenience and service uses such as drug stores, restaurants, banks and post offices. The regional specialty markets will be attracted to specialized, unique stores such as antiques, book/CD's, art galleries and special clothing stores. Uses that serve the businesses in the area are also appropriate.

The work force market (public employee, bank employees and other office related employees), particularly those in the basin, will use District businesses if they serve their needs, such as lunches and quick errands. This market will also utilize restaurants, brewpubs and entertainment type establishments after business hours. This group is projected to increase as office development in Newport is implemented. Service uses, such as financial institutions, shoe repair and dry cleaners can also serve this market. The neighborhood market has many of the same commercial needs as the work force market.

Inappropriate uses in the District are large space users not retail or service in nature. Some nonconforming manufacturing related users currently exist in the area. These type users would be better served on the western portions of the basin area.

Parking and Loading Issues

With the conversion of Monmouth Street from one-way to two-way there will be a need to address parking and loading zone issues. Parking can still be accommodated on street, however fewer spaces will be possible. This will occur when space, currently used for parking, will be utilized for turning lanes. Additional parking can be developed behind existing businesses and in other appropriate vacant parcels along Monmouth Street. A parking study by the University of Cincinnati indicated that currently there is adequate parking for the existing conditions. There simply was a perception of a lack of parking. This will become an issue, however, and additional spaces will need to be added as new commercial establishments move into the area and as new residential units are incorporated into the District. As parking areas are developed in these locations, adequate buffering should be incorporated to minimize any negative impacts on surrounding residential areas. Because of their low visibility and the possible perception that these parking spaces are unsafe, these parking areas may not always be appropriate for customers. They are, however, appropriate for employees of establishments in the District. Encouraging employees to use these spaces would leave more visible parking spaces available for customers.

Loading areas will also need to be accommodated as directional flow of the street changes. Businesses that currently have access to the alley on either side of Monmouth Street should utilize this access whenever possible or feasible.

Northwest Basin Quadrant

The Northwest Basin Quadrant encompasses an approximate area that is bordered by Seventh Street to the south (excluding the industrial area), the floodwall to the north and west and Columbia Street to the east. This area will generate the highest density development in the basin area. It will also, due to its location, infrastructure availability and access, experience tremendous development pressures.

This quadrant currently provides the highest density residential development in the City of Newport. Housing units between Fifth Street, Seventh Street and west of Central provide the density complimentary and necessary for the other types of mixed-use development envisioned for the area.

The area bounded by Fourth Street, Fifth Street and Central is designated as open space. This green space should also be incorporated as much as possible towards the east to Monmouth Street. This will serve different purposes for the immediate area and the community as a whole. Currently, there exists no sizable open space in the basin area south of the floodwall for community functions, passive recreation and city festivals. This area would not only help serve this purpose but would also provide a major aesthetic purpose for pedestrians and vehicles moving between Newport and Covington along Fourth and Fifth Street. This area will signal ones' arrival to Newport and immediately convey the City's dedication to and importance of the community. Great care should be taken in the design of this area to reflect a balance between formal and passive spaces.

This open space would also provide an important amenity for the high -density surrounding office and mixed-use development. This type of surrounding development is necessary to assure a vibrant, active urban space. Higher density development will also serve to "enclose" this space, highlighting its importance.

Office development should be concentrated near Fourth and Fifth Streets for a number of reasons. The necessary infrastructure water and sewer lines, utilities, as well as the major east/west existing transportation network, all combine to allow a high density of development. The high degree of visibility to and from this area of the basin provides a prime location for office/ mixed-use projects. The potential to assemble larger developable tracts also increases the prospect of successful economic development.

The existing Newport Housing Authority site north of Fourth Street will experience tremendous change. The Housing Authority is utilizing Hope VI funds to relocate the 202 public housing units into the existing neighborhoods of Newport. Upon relocating the residents, the Housing Authority site will experience a great deal of development pressure.

The Future Land Use Map indicates the site as mixed use. This site would be suited for residential, office and commercial uses. Great care must be taken when developing this area to insure compatibility between these different types of use.

Massing of the site should develop as lower density near the floodwall to higher density as development approaches the office designated Newport property (former Ford dealership site). This stepping back of the floor plans and facades will allow prime views across, and up and down the Ohio River. This massing approach will also allow for prime views from the proposed office designated core to the southeast.

This development concept, and architectural approach, will allow the integration of pedestrian open spaces and overlooks that provide views and a feeling of openness. These pedestrian spaces should be linked to the central office core near Fourth and Fifth Street as well as linked to the Riverwalk system and the riverfront. Extreme care should be incorporated in the development's design to insure adequate access to Taylor Park and other amenities over the floodwall. Pedestrian access to and from the river is of high importance.

Parking for this area should be incorporated under proposed developments, similar to the Newport on the Levee development. Primary access to this type of parking configuration could occur from the recommended realignment of Third Street. Developments in the northwest quadrant should provide structured parking on-site. Where this is not possible, then parking must be provided within the distance dictated by the Zoning Regulations. As developments are constructed in the NW quadrant, surface parking lots should be discouraged.

Parking structures, office buildings, and other developments in this area of the basin should incorporate commercial uses at the street level. This approach will provide for more vibrant activity at the street level, creating a more pedestrian oriented environment. A standard streetscaping theme should be incorporated in all developments within the area.

Transportation recommendations for this area may need to be implemented in order to support any sizable development. This area will see the connection of Rt.8 to Rt.9. More detailed transportation analysis is recommended as developments for the area are proposed to insure optimum flows and capacities. The current discussion involving a proposed light rail line across the Taylor-Southgate Bridge or the L&N Bridge, will substantially increase the develop ability of this area as well as the entire basin of Newport. This alignment would support the proposed densities and uses in the area and conversely development would support the light rail system through increased ridership.

Newport's Neighborhoods

Newport's neighborhoods are diverse, with a wide range of housing values and types, both market-rate rental and owner-occupied.

The basin areas continue to provide opportunities for historic restoration. The southern neighborhoods provide suburban style single-family housing in contemporary subdivision layouts and some more dense single family housing on the ridges overlooking the Basin area.

Gateway and Mansion Hill have both begun to experience rehabilitation and reinvestment on a large scale. Property values have risen steadily over the last 12 years, with some single units selling in the high \$300,000 dollar range.

The western basin neighborhoods could also benefit from rehabilitation and renovation similar to the East Row area. An inventory analysis has been completed for the west side neighborhoods. This should be the beginning of further analysis and study to determine the appropriateness of any type of historic district overlay. The East Row neighborhoods have benefited from this type of district designation, which has provided a framework from which historic properties can then best be preserved.

Residential Land Uses

The land use plan designates three basic types of residential uses in the City: low, medium, and high-density development. These designations are defined in the first part of this section. They are intended to be sympathetic to the existing development patterns of neighborhoods and also to forward policy statements on the future growth and redevelopment of these areas. Over time, the historic land use patterns in Newport have lead to mixed types of commercial development throughout most of the City's neighborhoods. The residential land use designations are not intended to completely eliminate commercial uses in neighborhoods, but to limit them and prevent incompatible intrusions into the neighborhoods.

The range of densities provided in the definitions in the first part of this section are provided to encourage compatibility between existing developments and future policy decisions, these definitions also recognize the difference between density and housing type. A medium density neighborhood in the basin may have primarily single-family housing and still have a higher density than a multi-family project in southern Newport. This understanding is important in interpreting separately the appropriate types of development in each neighborhood.

New Residential Construction

Any new residential construction should be sensitive to the surrounding neighborhoods, and should provide a wide range of housing types and market ranges. In the case of Two Rivers II, small scale, low to higher density units in a moderate price range would be appropriate. In Taylor's Landing, new construction could be higher density, owner and rental units that would complement the surrounding commercial uses. Riverfront development should take advantage of its location and views and provide more expensive condominium type units.

Additional vacant space for potential residential construction is located primarily in south Newport. The soil conditions and topography, however, make the area environmentally sensitive, and development regulations must provide necessary safeguards. The availability of land, its existing suburban character and the sensitive environmental nature of southern Newport make it a special development area in the city. Southern Newport is the only place in the city where low-density single-family residential development exists. This type of residential area is important to the city in attracting the types of new families to Newport that will strengthen the community. It is still important today, as it was in the last update of this plan, to preserve much of this part of the city in a suburban environment.

The environmental constraints make relatively low intensity land uses also appropriate in this area. The potential property loss due to landslides and hillside slippage can be reduced by ensuring development that is sensitive to these environmental conditions.

Higher density developments and multi-family projects that will benefit from hilltop locations and views of the Ohio River may be appropriate in some parts of Southern Newport. These developments should be regulated by special planned unit development (PUD) and/or cluster development regulations that deal with the issues of environmental engineering, size and scale of projects, appropriateness of locations, and densities. Locations for these types of projects are not specifically located on the land use map because they should be considered on a case-by-case basis.

Infill Housing

Infill housing can occur in all of the city's neighborhoods, but care must be taken to insure an appropriate fit. Each of the existing residential neighborhoods has a somewhat distinct style of architecture as well as density. For instance, any new residential construction that may occur in Mansion Hill or Gateway neighborhoods should reflect the period of architecture as well as the scale and density of construction that occurred between 1885 and 1925. Infill development should appropriately reflect the existing fabric in terms of its architecture, as well as setbacks and massing. For example, a new unit constructed in south Newport, reflective of the existing fabric, would not be appropriate in the basin neighborhoods.

Rehabilitation of Existing Units

Because of the limited space available for new construction in the City of Newport, renovation and rehabilitation of existing buildings will provide the greatest opportunity for attracting new residents. This type of construction will also provide a large impact on improving the integrity of the existing neighborhoods.

Mansion Hill and Gateway neighborhoods have experienced a substantial increase in reinvestment in the renovation of existing units. Many of the structures are being converted from multi-family units back to their original configuration as single-family units. Various programs and events have attributed to this rehabilitation. Rehabarama, a program where individual's and/ or a developer purchases a property and renovates it for resale, opened up the area to new residents. Many of the units were sold before the event even began. This type of marketing strategy for the City was heavily attended by the public and resulted in attracting new residents and investors to other neighborhood properties. This highly successful promotion may still be applicable to other neighborhoods as well as basin area commercial zones.

The western basin neighborhoods have begun to experience some renovation, yet on a small scale compared to Gateway and Mansion Hill. Some of the renovations in the Buena Vista neighborhood have been in keeping with the existing historical character, while many others have negatively affected this character. For example, in many instances, windows are replaced without consideration to the size of the existing frame; while others are vinyl sided, sometimes over an existing brick facade. Future study of this area may require some form of historic guidelines to help preserve the neighborhoods' historic character. This is important because rehabilitation of units on the western side of the basin will provide a needed housing opportunity for lower income ownership. Design guidelines implemented through an overlay district may also be an option especially in light of the proposed Hope VI development proposed for the is area. These new units can set the design standard for other possible infill development.

Renovation of upper floors in the District will provide housing opportunities in the central basin area. Many of these existing buildings were originally constructed to accommodate residences above commercial storefronts. Because of building configuration, development of residential units in the District will also provide a different type of market unit. Many of the existing units could be converted to loft style units, thus drawing a market currently not able to be accommodated anywhere else within the City of Newport. Attracting residents to the upper floors of buildings within the District will also lessen the financial impact on rehabbers of the commercial spaces.

With development sites in Newport being scarce, any land use decision represents a trade-off of one kind of use over another. In meeting the goal of stabilizing neighborhoods and providing housing opportunities, reuse of nonresidential buildings, such as warehouses, schools and churches, in existing neighborhoods should be pursued.

Historic Preservation

Newport has a very rich architectural history. Many different styles are prominent throughout the City in its many different neighborhoods. It will be very important to maintain this sense of history as Newport is faced with increasing developmental pressures. Any new development should be sensitive to the existing historic building fabric of the surrounding development.

Historic structures, constructed with expensive materials by today's standards, should be viewed differently from new construction in order to encourage more revitalization of housing units and commercial establishments. Today's building codes do not often take into consideration the complexities and cost implications of rehabilitation of older structures. A few examples such as access issues, fire safety issues (i.e. sprinkler systems), and ADA attribute to many rehabilitation projects being economically infeasible. A further study of the local/state building codes to address some of these areas may help in facilitating rehabilitation in "issue laden" structures.

Another historic preservation issue focuses on the western basin neighborhoods. Buena Vista and Three Rivers II contain many structures that could be deemed historically significant. In the last update of the Comprehensive Plan this area was identified as a conservation area. These neighborhoods should be further studied in order to determine the possibility of providing a historic overlay district. Cliffview and Cote Brillante may also contain areas deemed historically significant and further study in these areas may produce possible historic district overlays.

South Newport Commercial Development

The commercial areas in south Newport are dependent primarily on access to vehicular traffic. Much of this area though, presents traffic and safety problems. The majority of these problems can be attributed to too many access points. Access management needs to be further implemented in this area. Individual properties should have curbs and separation strips and provide shared access to more than one use, wherever possible. Improvement and consolidation of access points, as they occur, should also attempt to incorporate streetscape improvements and plantings. Because of the suburban nature of development in this area, it is not feasible to incorporate paver style or designed pedestrian surfaces, such as called for in the District. Pedestrians are currently served by concrete sidewalks. Access management will provide a safer environment for pedestrians using these sidewalks. An addition that will greatly improve the area and make it more pedestrian friendly would be landscaping. Trees are located along the main arterials, yet they are somewhat sparse. More plantings would provide better visual continuity. Additionally, small garden-type planter areas with annuals would also improve the aesthetic in the area, and make it more inviting to shoppers and pedestrians.

This planting approach should also extend into the larger parking lots of biggest commercial centers. Surface parking lots benefit in various ways from interior landscaping. It not only provides shade and a nice aesthetic, but also properly placed, landscaping can be a visual guide for improved vehicular movement through the lots. This also greatly improves safety. Interior lot movement is more controlled with the creation of landscaped "boulevards". This would prevent the current dangerous situation of vehicles moving aimlessly through the lot.

Industrial Development

Industrial development is very important to the City in terms of providing jobs and a tax base. In order to expand and increase industrial development, the City must provide sites to accommodate these users. This will be difficult due the limited amount of space available in the City, as well as the considerable amount of land needed for this type of use.

A considerable opportunity exists with the potential redevelopment of the existing Newport Steel site. This tract of land is likely the largest vacant parcel of land within the City of Newport. A reconstructed and realigned Route 9, will greatly increase developability of the site and surrounding parcels by providing direct access. Potential users of these parcels are many. Small to medium sized light industries are best suited due to the existing surrounding industrial users as well as the nearby residential areas. Also greatly suited would be research and development facilities, which would also benefit from the proximity to the Licking River and its views and serenity. These users would also benefit from a continuation of the Riverwalk along the extension of the floodwall. This area would also be suited for existing industries that are currently non-conforming uses in other areas of the City. Consolidating these uses on the western portion of the basin would also free up adaptive reuse opportunities in these other areas of Newport.

According to the 1989 update of this plan, allowing industrial development to continue east to Brighton Street was recommended. It is still recommended today. This area represents another reasonable expansion area for industrial users. Some residential units will be displaced, yet all of these are currently negatively affected by the existing industries in the area. Expansion will allow for properly incorporating adequate buffers and barriers that will lessen the impact on the existing residential use. Any new industrial development should be buffered as much as possible from the existing residences through the use of landscaping and mounding, as well as building layouts and orientation.

Redevelopment Areas

Establishing redevelopment areas will be very important to the future economic growth of the City of Newport. The Third Street Redevelopment Area is a great example of the possibilities for future zone creation. Some areas will be best served by the "urban renewal" portions of KRS 99, while other areas would benefit from the "rehabilitation" portions of the legislation. These types of designations will also provide the City of Newport with increased control over areas that are vulnerable to development pressure, insuring positive managed growth.

An area identified for potential "urban renewal" type designation is the industrial zone on the western part of the basin area. This area would be best served by redevelopment through the acquisition and consolidation of tracts of land into larger parcels. This would allow for more flexibility on part of the City of Newport in terms of promoting economic development and would insure a more cohesive overall development, which could benefit the surrounding uses. This type of strategy; site assembly, will permit the implementation of the highest and best land uses as dictated by this document and Future Land Use Map.

Areas identified under the "rehabilitation" portion of Title 99 would include the existing Monmouth Street Redevelopment Area, and an expanded area immediately surrounding the Monmouth Street Redevelopment Area. This expanded area would most likely include land bounded by Washington Street on the east, York Street on the west, Eleventh along the south and Third Street to the north. Other potential areas that should be evaluated include the west side residential areas; given their location to surrounding potential zones to the north, west and east.

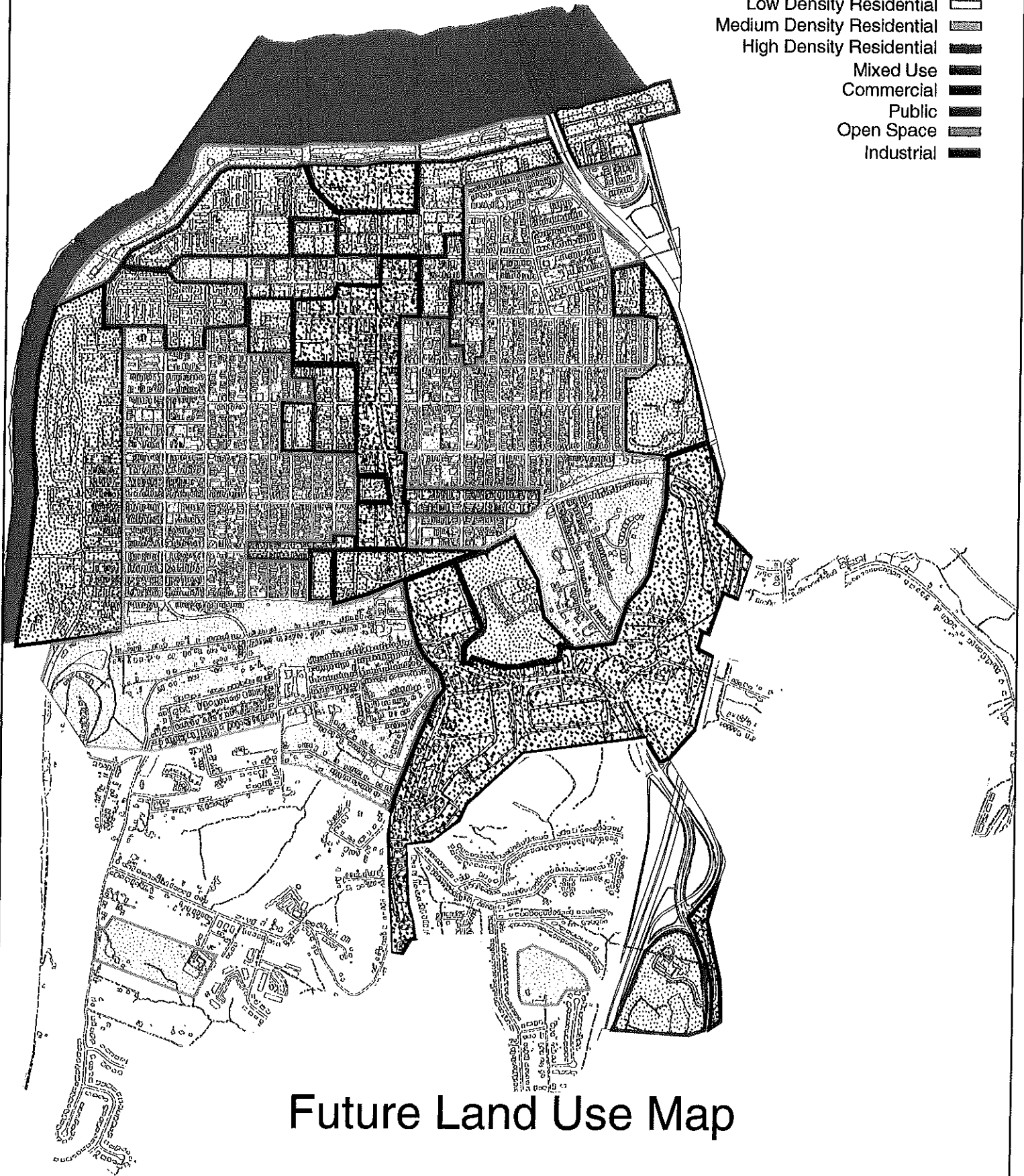
It is important to understand that the rehabilitation type designation encourages renovation rather than demolition whenever possible. This will be necessary to encourage preservation of the deteriorated existing historic fabric contained in these areas.

Another area that should be evaluated is the southern portion of Monmouth Street. This not only insures that all issues outlined in this document are addressed and in greater detail, but also allows a continuation of positive managed growth for the entire length of the street through the city. Whether the designation for this area is as renovation or renewal would best be determined during the study process.

Additional considerations for this area include studying design solutions to determine the best way to improve pedestrian circulation and vehicular movement between the basin area and south Newport along Monmouth Street at the railroad overpass. Additionally, the area should be analyzed to provide the best solutions for implementing a gateway feature.

There are areas throughout the city that may warrant further study in order to determine the likelihood of a redevelopment designation. More analysis should be conducted at that time in order for officials to make a more in-formed judgment.

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Commercial
- Public
- Open Space
- Industrial



Future Land Use Map